

APPENDIX D

ACCESS SPACING FOR EXCEPTIONS AND DEVIATIONS

APPENDIX D ACCESS SPACING FOR EXCEPTIONS AND DEVIATIONS

As indicated in Chapter 6, access management guidelines have been incorporated into the MATAPS Plan by the study partners. Table D1 identifies the basic access management guidelines.

TABLE D1
Summary of Recommended Access Spacing

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
1	High Priority Interregional Corridors					
1F	Freeway	Principal Arterials	Interchange Access Only			
1A-F	Full Grade Separation		Interchange Access Only			
1A	Rural, Exurban & Bypass		1 mile	≥1/2 mile	INTERIM ONLY By Deviation Only	By Deviation Only
2	Medium Priority Interregional Corridors					
2A-F	Full Grade Separation	Principal Arterials	Interchange Access Only			
2A	Rural, Exurban & Bypass		1 mile	1/2 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2B	Urban Urbanizing		1/2 mile	1/4 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2C	Urban Core		300 – 600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
3	High Priority Regional Corridors					
3A-F	Full Grade Separation	Principal and Minor Arterials	Interchange Access Only			
3A	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	Permitted Subject to Conditions
3B	Urban Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
3C	Urban Core		300 – 600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions

TABLE D1 Continued

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
4	Principal Arterials in Primary Trade Centers					
4A-F	Full Grade Separation	Principal Arterials	Interchange Access Only			
4A	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	By Deviation Only
4B	Urban Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
4C	Urban Core		300 – 600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
5	Minor Arterials					
5A	Rural, Exurban & Bypass	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
5B	Urban Urbanizing		1/4 mile	1/8 mile	1/4 mile	By Exception or Deviation Only
5C	Urban Core		300 – 600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
6	Collectors					
6A	Rural, Exurban & Bypass	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
6B	Urban Urbanizing		1/8 mile	NA	1/4 mile	
6C	Urban Core		300 – 600 feet dependent upon block length		1/8 mile	
7	Specific Access Plan					
7	All	All	By Adopted Plan			

As noted in the preceding table, there are some instances where the proposed access guidelines cannot be met. In these instances, there are some guidelines that local agencies can use to help guide access decisions. The tables on the following pages define the term private access and outline conditions under which private access may be granted.

Table D2 defines the different types of private access. The categories follow most of the guidelines used by Mn/DOT in the development of its access management guidelines. The categories should be used by local agencies when evaluating access that is permitted subject to conditions and access that is allowed by exception and deviation. For access to Mn/DOT roadways please refer to Mn/DOT's Technical Memorandum No. 02-10-IM-01.

TABLE D2
Private Access Category

Access Type	Land Use	Access Description
1	Residential/Agricultural/Field Access	For access to single family dwellings, multi-family dwellings of 3 or fewer dwelling units, agricultural land and field entrances.
2	Low volume private entrances	Small commercial, industrial and institutional developments and small residential complexes and subdivisions (less than 100 trips per day).
3	High volume private entrances	Large commercial, industrial and institutional developments, shopping centers, industrial and office parks, colleges and large residential complexes and subdivisions (more than 100 trips per day).

Note: A trip is a one-way movement. Typically 100 trips per day means 50 vehicles are entering an access and 50 vehicles are exiting an access.

Table D3 highlights the guidelines for private access points that are subject to conditions. The guidelines apply to roadways that are categorized as 5A, 5B or 6A. Table D4 highlights the guidelines for private access points that are subject to conditions. The guidelines in Table D4 apply to roadways that are categorized as 5C, 6B or 6C.

All private access requests that do not meet the findings or conditions outlined in Tables D3 and D4 will be approved only as an exception or deviation. Exceptions and deviations require approval from the local road authority (city or county engineer) or from the local governing agency (city council or county board). As indicated previously, please refer to Mn/DOT's Technical Memorandum No. 02-10-IM-01 for access guidelines on Mn/DOT's roadways.

TABLE D3
Guidelines for Private Access that are Subject to Conditions for
Roadway Categories 5A, 5B and 6A

Roadway Category	Private Access Type 1	Private Access Type 2	Private Access Type 3
5A and 6A	<ol style="list-style-type: none"> 1. Access control has not been acquired and the affected property retains the right of access. 2. Reasonably convenient and suitable access is not available or attainable from the local street network or by shared entrance with an adjacent parcel. If a property abuts two or more public roads, access should be provided from the lower category roadway. 3. An analysis of future traffic conditions indicates the entrance will not create a high-risk conflict condition. 4. Only one entrance per parcel should be provided. An additional entrance may be permitted if it is determined that the property cannot otherwise be reasonably developed or utilized and/or that such access would maintain or improve the safety and operations of the roadway. Multiple entrances should be spaced to meet minimum stopping sight distances. 5. The entrance should not be located within the functional area of an intersection or within the turn lanes to another private entrance. 6. On existing and planned divided roadways, the access should be limited to right-in/right-out. 7. Spacing between Type 2 entrances should be consistent with the stopping sight distances for posted speeds. If possible, the entrances should be located on the property line to promote shared access with adjacent future development. 8. The entrance should meet intersection sight distance requirements. 9. Turn lanes should be provided for Type 2 entrances. 	See Type 1	Type 3 entrances are not recommended will be approved only as a Deviation.
5B	Private driveways and entrances are not recommended. Access should be provided from a supporting street network. New or modified entrances will be approved only as an Exception or Deviation.	See Type 1	See Type 1

TABLE D4
Guidelines for Private Access that are Subject to Condition for
Roadway Categories 5C, 6B and 6C

Private Access Type 1	Private Access Type 2	Private Access Type 3
<ol style="list-style-type: none"> 1. Reasonably convenient and suitable access is not available or attainable from the local street network or by shared entrance with an adjacent parcel. If a property abuts two or more public roads, access should be provided from the lower category roadway. 2. Only one entrance per parcel should be provided. An additional entrance may be permitted if it is determined that the property cannot otherwise be reasonably developed or utilized and that such additional access will not negatively impact the safety and operations of the roadway. 3. The entrance should not be located within the functional area of an intersection or within the turn lanes to another private entrance. 4. The entrance should be located on the property to meet intersection sight distances. 5. On existing and planned divided roadways, the access should be limited to right-in/right-out. 	<ol style="list-style-type: none"> 1. Reasonably convenient and suitable access is not available or attainable from the local street network or by shared entrance with an adjacent parcel. If a property abuts two or more public roads, access should be provided from the lower category roadway. 2. Only one entrance per parcel should be provided. An additional entrance may be permitted if it is determined that the property cannot otherwise be reasonably developed or utilized and that such additional access will not negatively impact the safety and operations of the roadway. Multiple entrances should be spaced to meet minimum stopping sight distances. 3. The entrance should not be located within the functional area of an intersection or within the turn lanes to another private entrance. 4. On existing and planned divided roadways, the access should be limited to right-in/right-out. 5. Spacing between entrances should be consistent with the stopping sight distance for the posted speed. 6. The entrance should be located on the property to meet intersection sight distance requirements. 7. The entrance should not create the need for a signal. 8. Turn lanes should be provided. 	<p>See Type 2</p>

APPENDIX E

CONCEPTS FOR SELECTED PROJECTS